

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
AIR QUALITY TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, January 23, 2020

MAG Office
Phoenix, Arizona

MEMBERS ATTENDING

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| <p>Jon Sherrill, Chandler, Chair
Megan Sheldon, Glendale, Vice Chair
Jim Badowich for Hether Krause, Avondale
Amy Murray for Robert van den Akker, Buckeye
Derek Castaneda, El Mirage
* Benjamin Bitter, Florence
Carmelita Nichols for Hondo Judd, Gilbert
Mario Saldamando, Goodyear
* Benjamin Cereceres, Maricopa
Aaron Chavez, Mesa
Rhonda Humbles, Peoria
Nancy Allen, Phoenix
Scott DiBiase, Pinal County
Ramona Simpson, Queen Creek
Stan Belone, Salt River Pima-Maricopa
Indian Community
Tim Conner, Scottsdale
Martin Lucero, Surprise
Oddvar Tveit, Tempe
* Youngtown
* Walter Bouchard, American Lung Association
of Arizona
Bill McClellan, Salt River Project
* Southwest Gas Corporation
Michael Denby, Arizona Public Service</p> <p>* Members neither present nor represented by proxy.
Participated via telephone conference call.</p> | <p>* Susie Stevens, Western States Petroleum Association
Robert Forrest, Valley Metro/RPTA
* Dave Berry, Arizona Motor Transport Association
Liz Foster, Maricopa County Farm Bureau
* Steve Trussell, Arizona Rock Products
* Greater Phoenix Chamber of Commerce
* Amanda McGennis, Associated General Contractors
* Spencer Kamps, Homebuilders Association of Central Arizona
* Mannie Carpenter, Arizona Forward
* Kai Umeda, University of Arizona Cooperative Extension
Beverly Chenausky, Arizona Department of Transportation
Joseph Martini, Arizona Department of Environmental Quality
* Environmental Protection Agency
* Kimberly Butler, Maricopa County Air Quality Department
* Michelle Wilson, Arizona Department of Agriculture, Weights and Measures
@ Ed Stillings, Federal Highway Administration
* JC Porter, Arizona State University</p> <p>+ Participated via video conference call.
@ Ex-Officio member, non-voting member.</p> |
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OTHERS PRESENT

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| <p>Lindy Bauer, Maricopa Association of Governments
Julie Hoffman, Maricopa Association of Governments
Matt Poppen, Maricopa Association of Governments
Dean Giles, Maricopa Association of Governments
Taejoo Shin, Maricopa Association of Governments
Randy Sedlacek, Maricopa Association of Governments
Lesa Young, Maricopa Association of Governments
Matthew Potzler, City of Phoenix</p> | <p>Bob Huhn, Maricopa County Air Quality Department
Faith Ritchie, Maricopa County Air Quality Department
Matt Fraser, Arizona State University
Andrea Hamilton, Town of Queen Creek
Joonwon Joo, Arizona Department of Transportation
Joshua Wilson, Arizona Department of Transportation</p> |
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1. Call to Order

A meeting of the Maricopa Association of Governments (MAG) Air Quality Technical Advisory Committee (AQTAC) was conducted on January 23, 2020. Jon Sherrill, City of Chandler, Chair, called the meeting to order at approximately 1:35 p.m.

Derek Castaneda, City of El Mirage, Aaron Chavez, City of Mesa, Scott DiBiase, Pinal County, Liz Foster, Maricopa County Farm Bureau, Amy Murray for Robert van den Akker, City of Buckeye, Rhonda Humbles, City of Peoria, and Carmelita Nichols for Hondo Judd, Town of Gilbert, attended the meeting via telephone conference call.

Chair Sherrill indicated that copies of the handouts for the meeting are available. He noted for members attending through audio conference, the presentations for the meeting will be posted on the MAG website under Materials for the Committee agenda, whenever possible. If it is not possible to post them before the meeting, they will be posted after the meeting.

2. Call to the Audience

Chair Sherrill stated that the Call to the Audience provides an opportunity for members of the public to address the Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Comment cards for those wishing to speak are available on the tables adjacent to the doorways inside the meeting room. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard. Chair Sherrill noted that no public comment cards had been received.

3. Approval of the December 5, 2019 Meeting Minutes

The Committee reviewed the minutes from the December 5, 2019 meeting. Ramona Simpson, Town of Queen Creek, moved to approve the December 5, 2019 meeting minutes. Michael Denby, Arizona Public Service, seconded, and the motion passed unanimously with Mr. Castaneda, Mr. Chavez, Mr. DiBiase, Ms. Foster, Ms. Murray, and Ms. Humbles voting in favor of the motion by teleconference. Ms. Nichols was not present for the vote.

4. Draft 2020 MAG Conformity Analysis for the Draft FY 2020-2024 MAG Transportation Improvement Program and Draft 2040 MAG Regional Transportation Plan Update

Dean Giles, MAG, presented the Draft 2020 MAG Conformity Analysis for the Draft FY 2020-2024 MAG Transportation Improvement Program and Draft 2040 MAG Regional Transportation Plan Update. Mr. Giles stated the Clean Air Act links transportation and air quality and requires that the transportation plans, programs, and projects conform to the purpose of the air quality plans. Conformity insures that transportation activities do not cause violations of the air quality standards. He noted that regional air quality plans set motor vehicle emissions budgets that are used in conformity.

Mr. Giles stated that to demonstrate conformity, the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) must pass a conformity emissions test, the latest planning assumptions and emissions models must be used, the TIP and the RTP must provide for the timely implementation of transportation control measures, and interagency consultation must be conducted on the draft documents. He mentioned that on December 19, 2019, the Draft Conformity Analysis, TIP, and RTP were made available for interagency consultation and for public review. MAG hosted an open house on the draft documents on January 9, 2020. Comments were requested by January 19, 2020, and no public comments on the Conformity Analysis were received.

Mr. Giles indicated that the MAG Metropolitan Planning Area boundary and the Sun Corridor Metropolitan Planning Area boundary include portions of the Pinal County PM-10 and PM-2.5 nonattainment areas. Both MPOs are required to demonstrate transportation conformity. MAG has prepared the conformity analyses for the Pinal County nonattainment areas to help the Sun Corridor MPO with their TIP and RTP.

Mr. Giles discussed the regional emissions analysis results for the Maricopa nonattainment and maintenance areas for carbon monoxide, the eight-hour ozone precursors: volatile organic compounds (VOC) and nitrogen oxides (NOx), and PM-10. For carbon monoxide, the projected emissions for each analysis year are less than the approved 2025 emissions budget from the MAG 2013 Carbon Monoxide Maintenance Plan. For eight-hour ozone, the regional emissions analysis includes results for VOCs and NOx. The projected VOC emissions for 2020 are less than the approved 2008 emissions budget from the MAG 2007 Eight-Hour Ozone Plan and the projected emissions for 2025, 2035, and 2040 are less than the approved 2025 emissions budget from the MAG 2009 Eight-Hour Ozone Maintenance Plan. The projected NOx emissions for 2020 are less than the approved 2008 emissions budget from the MAG 2007 Eight-Hour Ozone Plan and the projected emissions for 2025, 2035, and 2040 are less than the 2025 emissions budget from the MAG 2009 Eight-Hour Ozone Maintenance Plan. For PM-10, the projected emissions for each of the analysis years are less than the approved 2006 emissions budget from the Revised MAG 1999 Serious Area PM-10 Plan and also less than the approved 2012 emissions

budget from the MAG 2012 Five Percent Plan for PM-10.

Mr. Giles referred to the Transportation Control Measure Funding in the FY 2020-2024 Transportation Improvement Program. He indicated that the pie chart illustrates the project funding in the Draft TIP for transportation control measures that are used to meet the conformity requirement for timely implementation of TCMs.

Mr. Giles reported on the regional emissions analysis results for Pinal County nonattainment areas. For the Pinal County PM-10 nonattainment area, the Interim Emission Action/Baseline Test was conducted since there is no adequate or approved emissions budget for this nonattainment area. For all analysis years, the projected PM-10 emissions for the action scenario are not greater than the projected emissions for the baseline scenario. For the PM-2.5 nonattainment area, the Interim Emission Action/Baseline Test was conducted for PM-2.5 and nitrogen oxides since there is no adequate or approved motor vehicle emissions budget for this nonattainment area. For all analysis years, the projected PM-2.5 emissions for the action scenario are not greater than the projected emissions for the baseline scenario. For all analysis years, the projected NOx emissions for the action scenario are not greater than the projected emissions for the baseline scenario.

Mr. Giles stated the requested action today is for recommended approval of the Draft 2020 MAG Conformity Analysis. Following the Committee's recommendation, the MAG Management Committee may make a recommendation on February 5, 2020 to the Regional Council and the Regional Council may take action on the Conformity Analysis at their meeting scheduled for February 26, 2020. In March 2020, it is anticipated the U.S. Department of Transportation will make a finding of conformity.

Mr. Denby inquired about the increase in projected emissions for PM-10. He asked why this particular one shows an increase while the others show a decrease. Mr. Giles responded that in 2040 there is a projected emissions increase due to the latest planning assumptions and the transportation models reflect an increase in vehicle miles in travel which result in a PM-10 emissions increase.

Mr. Denby asked if the NOx will decrease even though vehicle miles traveled increase; if so, is it due to fuel formulations or fuel efficiency of vehicles. Mr. Giles responded there is a NOx and VOC emissions decrease due to the federal tailpipe standards. Though VMT continues to increase, the emissions are decreasing. Lindy Bauer, MAG, mentioned that fleet turnover helps with the VOCs, NOx and carbon monoxide as the fleet continues to get cleaner. She also stated that PM-10 is a different pollutant that can be created by dust on traveled paved and unpaved roads. Using EPA's AP-42 emission factors, when vehicle miles of travel increase, the dust on paved and unpaved roads increase.

Martin Lucero, City of Surprise, inquired about the six percent reduction in fugitive dust emissions from agricultural unpaved roads. Mr. Lucero expressed concern that

for Pinal County in the expanded area of the analysis, the six percent is assumed and documentation indicates there are no dollars associated with the six percent drop. He stated that Pinal County is a part of ADOT's jurisdiction as well as CAG's jurisdiction and the separation of that organization resulted in three different planning organizations. With the expansion and boundary of Pinal County and the Sun Corridor's expansion and boundary, the only area for CAG is the Copper Corridor which does not fall in the nonconformity area. He asked where the dollars are coming from for the six percent drop that is being assumed within this modeling purpose. Mr. Lucero also stated that Pinal County is ready to discuss the extensions of the new long-range plan and with the subject conformity model requirement it is a large budget bite that would normally not happen if not for the expansion of the boundary. He asked if MAG has the dollars to meet the six percent drop.

Mr. Giles addressed the Chair and Committee to clarify that Mr. Lucero was referring to the six percent reduction in fugitive dust emissions from agricultural unpaved roads and the action and baseline scenarios for all conformity analysis years. He stated this reduction reflects the state agricultural Best Management Practices (BMPs). It is an Arizona state law that is applied to all moderate PM-10 areas in Arizona and the BMPs went into effect in 2012.

Mr. Lucero stated that he understands the regulation; nevertheless, documentation indicates there is no dollar transference to cover the assumption and Pinal County continues to expand its boundary and increase projects. Mr. Giles responded that these are not CMAQ related projects. Mr. Lucero indicated that he understands they are not CMAQ projects; however, MAG still accounts for a six percent drop in the PM-10 and the documentation states there are no identified funds. Mr. Giles stated that this best management practice would be covered by agricultural sources. Mr. Lucero stated that he would like to know where the funds are coming from and is concerned if there are sufficient funds to be able to support the reduction. He mentioned he would like to ensure there is a mechanism in place to assume the assumptions; is it a state regulation that requires conformity to cause improvements to occur, is it the private sector, or is there a state budget. Mr. Giles stated that these types of agricultural roadways are not eligible for federal funds. He also mentioned that MAG will look into the matter.

Ms. Simpson stated that the Town of Queen Creek is located in the area border of Pinal County and she has at times observed a chip-seal crew working actively in Pinal County paving unpaved roads and assumed the work was being conducted from a Pinal County budget. Mr. DiBiase stated Ms. Simpson's comments were correct. He mentioned that the first three years after the state limitation plan went into effect, the County Public Works has paved over 45 miles of public unpaved roads and the high ADT roads. They continue to work on paving the public unpaved roads.

Mr. Conner inquired about the PM-10 acceleration due to population and car growth and asked if we remain within compliance of the Five Percent Plan for PM-10. Mr. Giles responded that we remain within compliance of the Five Percent Plan motor vehicle emissions budget of 54.9 metric tons per day. Mr. Conner stated that we should experience an annual five percent reduction. Ms. Bauer stated that EPA has determined that we have met the PM-10 standard. The conformity analysis indicates that we have to be under the motor vehicle emission budget that is in the Five Percent Plan for PM-10. We continue to meet the PM-10 standard. Ms. Simpson asked if the conformity analysis included or excluded storm events and does it take into consideration future regional fires and dust storms. Ms. Bauer responded that this is transportation conformity. Under the Clean Air Act we are required to test the regional transportation plans and the transportation improvement program. We run the models to ensure that emissions coming from the transportation plans do not exceed the motor vehicle budgets set by the air quality plans. We conduct exceptional event work where we review monitor data from dust storms or high winds which cause monitors to go over. Exceptional event work is required under the Clean Air Act to prevent a region from being penalized for exceedances that cannot be controlled.

Mr. Denby stated that he is concerned that Mr. Lucero's issue remains unresolved. Mr. Lucero stated that when the conformities are run, he would like to see a mechanism in place and funding in place to ensure Pinal County's paving program will be sufficient to meet the assumed six percent. Chair Sherrill stated that the issue will be reviewed in order to provide a better answer.

Chair Sherrill requested a motion to recommend approval of the Draft 2020 MAG Conformity Analysis for the Draft FY 2020-2024 MAG Transportation Improvement Program and Draft 2040 MAG Regional Transportation Plan Update. Mr. Conner moved to approve the motion. Mr. Tveit seconded, and the motion passed. Mr. Lucero abstained. Mr. Castaneda, Mr. DiBiase, Ms. Foster, Ms. Murray, and Ms. Humbles voted in favor of the motion by teleconference. Mr. Chavez voted no by teleconference. Ms. Nichols was not present for the vote.

5. Healthy Urban Environments (HUE) Initiative

Dr. Matt Fraser, Professor, School for Sustainable Engineering and Built Environment, Arizona State University, presented on the Healthy Urban Environments (HUE) Initiative. ASU, in collaboration with the Maricopa County Industrial Development Authority, has established the HUE Initiative as a solutions-focused research, policy, and technology incubator. HUE's goal is to rapidly develop, test, and deploy heat mitigation and air quality improvement strategies and technologies. Dr. Fraser stated the logic behind the initiative is that these are issues that threaten the continued expansion and growth of Maricopa County. In collaboration with practitioners and community members, HUE seeks to create healthier urban environments for communities across Maricopa County.

Dr. Fraser stated that the first round of funded projects were focused at ASU and included projects on heat and air quality. They are looking to develop technologies, demonstrate deployment, and conduct modeling studies on the impact of innovative approaches to shading, radiation management, and air quality improvement. He indicated that HUE is funded by the Maricopa County Industrial Development Authority (IDA) and has issued a Request for Proposals-Spring 2020. All projects must focus on the topics of developing and implementing solutions in the areas of urban heat and/or air quality. The date for submitting the proposals is February 14, 2020 and the program is scheduled to launch in April 2020 with a one year timeline.

Dr. Fraser stated that currently, HUE is seeking proposals that involve collaborations between community members, municipalities, private companies, and non-profit organizations that desire to implement approaches that impact air quality and/or urban heat. ASU would like to partner with them to conduct research, to quantify effectiveness, and understand deployability and scalability. He also mentioned that ASU hopes to leverage funds by soliciting projects that are underway or about to be initiated where there is some capital. Priority will be given to proposals that originate from or prominently feature project leadership from non-ASU organizations and proposals that demonstrate practical, real-world implications or solutions which can be implemented within the project's duration of one year.

Dr. Fraser discussed the guidelines for 2020 Solutions Proposals. HUE will consider a variety of different approaches recognizing that there is no one single approach which will be effective in addressing something as complicated as air quality. Some approaches include training and workforce development, demonstration projects, and technology and research. The objective is to have project teams that are interdisciplinary and reach across different stakeholder groups. The project must include team members from one or more non-university based organizations and have at least one relevant researcher or research group based at ASU. He mentioned that funding requests should be focused on supporting development, implementation, and evaluation of heat and/or air quality solutions and mitigation techniques. Dr. Fraser noted that a copy of the Request for Proposals was included in the agenda packet.

Dr. Fraser stated that an example of a solutions proposal is a transit stop design and walkshed evaluation. The considerations would include evidence-based intervention to redesign a transit stop to improve thermal comfort and a walkshed analysis to understand transit user thermal exposure and experience traveling to and from the transit stop. Another solutions proposal example is asphalt parking infrastructure which is a big issue in urban heat. A proposal would apply innovative design techniques and elements to improve performance of a parking lot with regards to heat, stormwater, and user experience. A citizen science program would

also be an example of a solutions proposal where citizens and communities are engaged in training and use of low-cost sensors to monitor and evaluate air quality. Dr. Fraser stated that details of HUE funding is available at the website: www.hue.asu.edu/funding.

Mr. Denby asked who may assist with a potential project if a person is not acquainted with an ASU professor or researcher. Dr. Fraser stated that he is happy to serve as a conduit for information.

Beverly Chenasky, Arizona Department of Transportation, inquired about partnerships and asked if there is an expectation that a proposal bring resources to the table. Dr. Fraser responded that HUE desires to leverage funds and understands that some partners may have higher capacity to invest in projects than other partners. Currently, HUE is working with some 501(C)(3) organizations who have very modest budgets. Projects do not have to bring resources to the table but all projects will be evaluated to ensure investment goes as far as possible.

Mario Saldamando, City of Goodyear, inquired about the range of funding available. Dr. Fraser stated that ASU is envisioning projects of up to \$50,000. He noted that this is not a hard cap, however, it is what they are budgeting.

Joseph Martini, Arizona Department of Environmental Quality, asked if there is an associated match to the funding. Dr. Fraser responded that HUE is not requiring any matches since different partners have different abilities to contribute.

6. Update on the Winter Holiday 2019 Burn Cleaner, Burn Better Campaign

Bob Huhn, Maricopa County Air Quality Department (MCAQD), gave an update on the Winter Holiday 2019 Burn Cleaner, Burn Better Campaign. The Maricopa County Air Quality Department conducted the 2019 Burn Cleaner, Burn Better Campaign designed to reduce concentrations of PM-2.5 during the winter holiday season. Historically, the Valley has exceeded the Environmental Protection Agency (EPA) 24-hour PM-2.5 standard over weekends and on holidays during the time period between late November and early January.

Mr. Huhn stated that 2019 was an excellent year for PM-2.5. The annual concentration was 16 percent below the average of the previous three years. He added they did not have a high pollution advisory (HPA) or a no-burn day on Christmas Eve or Christmas Day. He mentioned there were no exceedances of PM-2.5 until New Year's Eve. On New Year's Day, both PM-2.5 and PM-10 levels were exceeded. The New Year's Day PM-2.5 Report shows the 33rd monitor had the highest one-hour value at 574 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) at 1:00 am. West Phoenix was also over 500 $\mu\text{g}/\text{m}^3$ between 2:00 am and 3:00 am.

Mr. Huhn reported that residential complaints this year were far less than previous years. This may be due to the low number of HPAs and no-burn days. It was noted that the complaints received were from the specific areas of Sunnyslope, South Phoenix, and Central Phoenix and is something to monitor in the future. Many residential complaints were regarding fireworks which seemed to be a high issue with residents this year. Residents asked why fireworks were permitted and the explanation given was fireworks are legal. MCAQD is discussing the fireworks issue and how to combat it by the next winter season.

Mr. Huhn stated the campaign's outreach program was successful. It included: TV, radio, newspaper, grocery store signage, weekly ads, in-house radio, digital media website ads/banners, ADOT signs, social media, NextDoor, Phoenix water bill flyers, a webpage on CleanAirMakeMore.com, and public and private partnerships. The campaign kicked off with a news conference on December 12, 2019, with approximately 54 stakeholders and partners present. Also, the campaign has had a notable response from the media. Channel 12 conducted several interviews on different programs. In particular, they did a ride-a-long with inspectors to give the audience a view. Intercom is basically CBS Radio that offers RDS feeds, which has proved to be a campaign success. Also, the meteorologists were helpful to communicate no burn days. Billboards and booths were not used this year; rather, emphasis was placed on social media. NextDoor, a free media, proved to be a valuable resource in that specific messages can be delivered to specific neighborhoods. MCAQD also works in conjunction with ADEQ and their campaign of Give the Gift of Clean Air.

Mr. Huhn discussed the number of impressions which were 78 million total with \$1.90 total cost per 1,000 impressions. In 2017-18, there were 62 million total impressions with \$1.76 total cost per 1,000 impressions. The difference in price, a \$15,000 to \$20,000 increase, is due to more emphasis placed on social media. He noted that the impressions do not include ADOT signage, which residents have indicated they see the most when it is a no-burn day. He noted that it was not included since it is donated by ADOT and not a media buy. Mr. Huhn discussed the mobile app, social media, and how Basha's helped spread the word. He thanked the stakeholders for their assistance.

Ms. Simpson commented that the Town of Queen Creek is supportive of the Burn Cleaner, Burn Better Campaign and utilizes all of its tools. She suggested that before presenting in the future, MCAQD could reach out to partners to gather any analytics they may have to include in the presentation. Ms. Bauer noted that MAG showcased the campaign information on the cover of its publication *MAGAZine* before the holiday season. Mr. Huhn stated that any analytics or trends the stakeholders and partners can contribute would be appreciated. In the past, MCAQD has used information from a diverse group of partners and stakeholders; for example, MCAQD worked with the Mexican Consulate recently.

Ms. Sheldon requested that any information compiled by MCAQD regarding fireworks be shared with MAG and the cities and towns. Mr. Huhn responded that when presentations are conducted with cities and towns, he will discuss the fireworks issue. He mentioned the impact of fireworks on PM-2.5 concentrations.

Mr. Denby asked if the County has any aggregate numbers of firework sales increasing significantly and is there a correlation to the amount of PM-2.5 and the number of fireworks sold. Mr. Huhn stated he does not have that information and would look into it.

Mr. Denby commented that it would be helpful if the charts on slides four and five show the exceedance threshold. Mr. Huhn provided the exceedance thresholds for both PM-2.5 and PM-10.

Chair Sherrill inquired about the enforcement and citations issued regarding no-burn days. He referenced a newspaper article on the subject and asked about the County enforcement. Mr. Huhn stated the County enforces no-burn days. When a complaint is received an inspector is sent to the area to investigate; the key is to get to the residence in time to verify a burning is being conducted on a no-burn day. If the inspector is unable to verify, an educational letter is sent to the residence. If the inspector is unable to verify a location, a canvassing letter is sent to homes in the area. MCAQD has implemented a new rule that first-time violators receive no-burn day educational material. In the past, if a person received more than one violation, a fine was issued. That rule has changed to a rollover effect – from an annual accumulation to a rollover from year to year. For example, if a person receives a violation in 2019 and receives another violation in 2020, a fine is issued.

7. EPA Cleaner Trucks Initiative

Ms. Bauer stated that on January 6, 2020, the EPA Administrator signed an Advance Notice of Proposed Rule that describes EPA's plans for a rulemaking that would establish new emission standards for oxides of nitrogen (NOx) for highway heavy-duty engines. Reducing NOx emissions will help areas attain and maintain the ozone and PM-2.5 National Ambient Air Quality Standards and help prevent future nonattainment. The EPA is soliciting pre-proposal comments on the Cleaner Trucks Initiative from the public, including all interested stakeholders. EPA published the notice in the Federal Register on January 21, 2020. Comments will be received until February 20, 2020. She stated EPA is looking at model year 2027. They are also working with California Air Resources Board to develop a standard for all 50 states. EPA notes that this will be helpful for PM-2.5 nonattainment areas and also ozone nonattainment areas.

Mr. Denby mentioned speculation he has heard on EPA producing the Advance Notice of Proposed Rule. He stated one of the concerns is that the rule does not do

much; however, it gives the appearance that something is there when the next Administration comes along.

8. Tentative Meeting Schedule for the MAG Air Quality Technical Advisory Committee

Ms. Bauer indicated that the Tentative Meeting Schedule for the MAG Air Quality Technical Advisory Committee for January-December 2020 has been included in the agenda packet.

9. Request for Future Agenda Items

Chair Sherrill requested suggestions for future agenda items. He stated that the question on the agricultural roads asked by Mr. Lucero needs to be addressed though it does not need to be an agenda item.

10. Adjournment

There being no further business, the meeting adjourned at 2:50 pm.